

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description <i>from TIP, RTP, and/or project documents</i> RTIP ID#: SBDLS05 Minor Lump Sum Widen the eastbound off-ramp at Route 60 and Mountain Avenue interchange.									
Type of project <i>see list below</i> Interchange reconfiguration									
County: SBd		Narrative Location/Route & Postmiles: Route 60/ R3.4 (PM 5.471) Caltrans Projects – EA#: 0C0800							
Lead Agency: Caltrans									
Contact Person Tony Louka		Phone# (909) 383-6385	Fax# (909) 383-6494	Email tony_louka@dot.ca.gov					
Decision Desired <i>Check appropriate box below</i>									
PM2.5		MAYBE Project of Air Quality Concern	X	NOT Project of Air Quality Concern					
PM10		MAYBE Project of Air Quality Concern		NOT Project of Air Quality Concern					
Federal Action for which PM Analysis is Needed <i>Check appropriate box and describe in Comments below</i>									
	Categorical Exclusion (NEPA)		EA or Draft EIS		FONSI or Final EIS		PS&E or Construction		Other
Scheduled Date of Federal Action:									
Current Programming Dates <i>as appropriate</i>									
	PE/Environmental		ENG		ROW		CON		
Start									
End									
Project Purpose and Need (Summary): <i>Attach additional sheets as necessary</i> The improvement will widen the existing exit ramp from two lanes to three lanes to provide one additional left turn lane. This will improve the ramp level of service from level "F" to level "E". The existing eastbound exit ramp at Mountain Avenue and Route 60 interchange is presently operating over its capacity. Long queues of traffic were observed during peak hours.									
Surrounding Land Use/Traffic Generators (especially effect on diesel traffic) Route 60 is an east-west divided highway with three lanes and a H.O.V. lane in each direction. The route begins at the intersection of Interstate 10 to the East, in the Beaumont area in Riverside County and ends at the intersection of Interstate 5 in the West in the Los Angeles area.									
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (opening year) 2006 ADT is 12,310									
Build and No Build LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year or design year) 2030 ADT is 16,715									

If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (opening year)

If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % trucks, truck AADT (RTP horizon year):

Describe potential traffic redistribution effects of congestion relief

Improve the ramp level of service.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas (page 25)

Examples of projects that are not an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii):

- Intersection channelization projects, traffic circles or roundabouts, intersection signalization projects at individual intersections, and **interchange reconfiguration projects** that are designed to improve traffic flow and vehicle speeds, and do not involve any increases in idling. Thus, they would be expected to have a neutral or positive influence on PM_{2.5} or PM₁₀ emissions.

TYPE OF PROJECT:

New state highway

Change to existing state highway

New regionally significant street

Change to existing regionally significant street

New interchange

Reconfigure existing interchange

Intersection channelization

Intersection signalization

Roadway realignment

Bus, rail, or inter-modal facility/terminal/transfer point

Truck weight/inspection station

At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;*
- Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;*
- New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;*
- Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and*
- Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.*